



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

AIR MAIL

17 Battery Place,

New York 4, N. Y.

Please address
further communications
on this subject to
E PRINCIPAL SURVEYOR

RECEIVED

15 MAR 1951

March 12, 1951

Dear Sir:

Ansd.....

Circular for all cases

Re: S/S PLATANO (BC) Mob. 2532
S/S "IRIONA" (BC) Mob. 2534
S/S AZTEC Mob. 2537
S/S "MUSA" (BC) (Endorsement only)

I think it well to forward herewith in advance of the main group of classings of the 7th instant the reports on the above vessels, together with the endorsements presented to the American Committee. I also enclose copies of the letters from the owners giving rise to the action now taken.

These cases really go back to the repairs carried out in New Orleans on the boilers of the S/S "IRIONA", New Orleans report 7339, at which time cracks in the longitudinal seam butt straps of the main boilers had been welded up. After discussions in this office with representatives of the owners, the matter was investigated further with the result that the boilers were condemned and it was decided to fit new boilers in the vessel. At the meeting in this office with the owners' representatives it was felt that they considered the Society's recommendations and requirements as set forth in Circular No. 1698 were unjustified and severe.

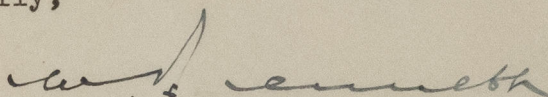
When the case of the "AZTEC" arose Mr. Macpherson had a conversation with the Superintendent Engineer, Mr. Rodenburg, who stated categorically that they did not believe the shell plates were cracked nor were they in favor of using the magnetic particle testing method to detect cracks. Mr. Macpherson suggested to him that he should call for a second opinion to decide whether cracks were present or not, and Mr. Rodenburg promised to consider the matter and take it up with his Principals. The next communication

was their letter of February 23rd withdrawing the vessel, together with two others, from this Society's classification.

N.O. 26.1
Oct. 16.2
Dwg. N.Y.K.
You will note that the cases of the "TOLTEC" and the "MAYA" have not yet been dealt with, as no date was given for the former and the latter vessel was under survey at Mobile and the Surveyor's report is awaited.

I shall be obliged if you will let me have the Committee's confirmation, or otherwise, of the decision taken by the American Committee on the foregoing cases.

Yours faithfully,



Principal Surveyor, U.S.A.

The Secretary

LONDON



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Classification

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Legionnaires, 0.24.

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under survey at Mobile and the Surveyor's report is attached for the former and the latter vessel was

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together with two others, from this society's class-
was a letter of February 23rd with drawing the vessel,

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